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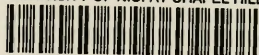
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PROCEEDINGS

OF THE

ELEVENTH ANNUAL MEETING

OF THE

STOCKHOLDERS

OF THE

North Carolina Rail Road Company,

HELD AT RALEIGH,

On Thursday, July 12th, 1860.



RALEIGH:

PRINTED AT THE N. C. INSTITUTION FOR THE DEAF & DUMB & THE BLIND.

1860.

The Committee of Finance through their Chairman, J. U. Kirkland, made their report as follows:

ABSTRACT—Showing Receipts and Disbursements, total, from the beginning of work up to May 31st, 1860, as set forth in the Annual Reports, and as appearing on Treasurer's Books.

	RECEIPTS.	DISBURSEMENTS.
From July 1st, 1851, total amount,	\$ 50,192 32	\$ 28,888 01
“ “ “ 1852, “ “	92,936 36	89,737 49
“ “ “ 1853, “ “	808,493 75	730,995 54
“ “ “ 1854, “ “	1,248,341 93	1,269,286 65
“ “ “ 1855, “ “	1,771,885 00	1,432,181 22
“ “ “ 1856, “ “	686,818 88	958,079 62
“ “ “ 1857, “ “	766,194 68	753,234 21
“ “ “ 1858, “ “	390,561 51	555,985 69
“ “ “ 1859, “ “	528,073 34	461,828 14
	552,594 94	467,754 86
Treasurer's Balance,		84,840 08
	\$6,896,056 71	\$6,896,056 71

On motion of Cyrus P. Mendenhall, of Guilford, ordered to be received and printed with proceedings.

The Committee on Proxies, having announced that they had completed their duties, reported the following:

Stock represented at this meeting by proxy 3,357 shares.
 In person - - - - - 3,345 “

Total number of shares in person and by proxy - - - - - 6,702

Gov. John M. Morehead presented a resolution, passed by the Stockholders of the Atlantic and North Carolina Rail Road Company, at their last Annual Meeting, held at Carolina City, June 28th, 1860, which was read:

At a meeting of the Stockholders of the Atlantic and North Carolina Rail Road, held at Carolina City, June 28th, 1860, the following resolution was adopted:

Resolved, That a Committee of three Stockholders be appointed by the Chairman of this Meeting to attend the next Meeting of the Stockholders of the North Carolina Rail Road Company, and request the appointment of a similar Committee on the part of that Company; and the said Joint Committee be requested to apply to the Board of Internal Improvements for their co-opera-

tion in taking such steps as will at once insure the establishment of a line of Steamers, from the most eligible sea-port on the line of this Road, to New York or elsewhere; and if Legislative action be required in the prosecution of that object, that the Committee make application for such Legislation as they may deem most judicious to effect that object. Under the resolution the Chairman appointed William Murdoch, John M. Morehead, and Edward R. Stanly, the Committee.

ALEXANDER JUSTICE, *Secretary.*

Gov. Graham offered the following resolution:

Resolved, That the said resolution be referred to a Committee of Five Stockholders to be appointed by the Chair, to inquire and report what action shall be taken by this Company in regard to the same.

Upon which the following Committee was appointed, George W. Mordecai, C. N. White, Cyrus P. Mendenhall, General Means, and B. B. Roberts.

On motion of J. N. Washington, the Stockholders went into an election of four Directors for the ensuing year.

The Chair appointed the following gentlemen to superintend said election, W. H. Tueker, J. U. Kirkland, and B. B. Roberts.

The ballot was taken, and on motion of Dr. Nesbit, the meeting adjourned until 3 o'clock, p. m., for the purpose of giving the Committee time to count the votes.

3 O'CLOCK, P. M.

The meeting was called to order.

R. Gorrell, Esq., moved that the Report of the Committee appointed at the last Meeting to inspect the road, &c., be now read, which was presented and read by their Chairman, Paul C. Cameron, as follows:

The Committee of Inspection appointed for June, 1860, most respectfully report: That the entire line of the North Carolina Rail Road was passed over by the Committee, commencing at Goldsboro' on the morning of the 27th, and closing at Charlotte on the evening of the 28th of June.

The Committee can but express their regret at the absence of the most experienced member of the Committee, Gen. McRae,

in consequence of a misunderstanding as to the time of departure from Goldsboro', he, however, came up and followed the Committee to Charlotte, thus indicating his purpose to do his entire duty.

The observation of the Committee was confined chiefly to the condition of the road-bed, its sills, rails, ditches, culverts, and bridges, and a hasty inspection of the ware-houses, water-stations, books of the agents, and shops of the Company. The Committee state with much confidence that the road-bed has been greatly improved in the last three years, by the use of gravel and other ballast, rendering it more solid and compact, and not so likely to let down in long continued rain storms. The future officers and Boards of the Company will do well to see that a persistent effort is made to clothe the entire face of the way, with gravel—an abundant supply is to be had at many points on the line, and that too at banks liable to cave, either under the action of frost or rain, accomplishing the desirable objects and giving better slopes to the banks, and rendering the road very nearly permanent in its surface, diminishing the labor of repairs, protecting the sills from decay, and freeing the traveler and the servants of the Company from clouds of dust. On the first class roads of the Northern States, this object is accomplished at any cost. In the original construction of the work, the engineers committed at several points a great error, in constructing the culverts too small for the volumes of water to be passed. This is manifestly the case on the Eastern Section of the North Carolina Rail Road. At a point below Raleigh, the embankment on a large stone culvert is washed off, and a gap of full 30 feet cut out by water; and at another point near Charlotte, where a larger and more costly culvert is erected of solid masonry, a much larger gap is made by the washing away of the embankment, leaving the culvert uninjured. At the last named point, the President very properly caused to be put up a massive truss-work, yielding to the water, all the space it has thus far demanded, and at the first named point he proposes to put up a like work, as the most economical in cost, and as affording the best guaranty against similar accidents. This error is a common one on Southern roads—has led to ugly accidents, but is not to be charged to a want of skill, so much as a want of knowledge of the surface of the country, and the imperfect information furnished the engineers along the line of a newly laid off road. *It should be a standing order and earnestly enforced, with all overseers of the sections, to pass over in a hand car, their entire section instanter on the cessation of a heavy fall of rain, and this precaution will not entirely secure trains against accident. With the exception of the two culverts indicated, it is believed that all the culverts may be reported in good order.

*This has been always a law of the Road.

Your Committee can but express their regret, that eight years should have told so disastrously in the decay of the sills, or cross ties of the road-bed, which induce your Committee to think that the individuals to whom was originally entrusted the important office of inspecting the timber so to be used, did not exercise a sufficiently watchful and pains taking care, in the discharge of the important trust imposed. The common sense and practical experience of nearly every out-door man would have excluded the red and black oaks from the road-bed. Next to the iron of a long line of railroad, the cross-ties make up the largest item of cost. And had the entire line of this road been laid either with post or white oak, or yellow heart-pine, it would have saved the expenditure up to this time of a very large sum. The Committee learn that large contracts have been made for the delivery of yellow-heart pine sills below Raleigh, at thirty-five cents, and on the western section, contracts for the delivery of sills either of white or post oak, only have been made at forty cents each, and the Committee have every reason to believe that a rigid inspection is maintained in receiving the sills now being delivered. It is a matter of surprise to the Committee that the *LINE* and *LEVEL* of the *TRACK* has been so long preserved and so well maintained on *such sills*, and speaks well of the daily police of the way, and is to be accounted for in a good degree by the manner of repair, inserting the new sills when it would be done either at the *end* or *centre* of the rails.

The Committee felt some disappointment at seeing so little had been accomplished up to this period in opening and drawing out the *side-ditches*, but they can readily see that this work has been postponed to the repairs of the superstructure in replacing the decayed sills—and the loss of time by the road force from the continued rains of spring, and to this is to be added the inability of the Company to obtain a full force in the beginning of the year for all the sections; moreover the Committee learned that Captain Allen, the heretofore efficient Road Master of the Eastern Section, has been in poor health since the month of February last, and his place could not be fully supplied. Doubtless all changes have hindered the proper opening of the ditches, now much needed along the entire line of road.

If it be allowable to the Committee to make a suggestion in regard to this important feature, they would urge the authorities of the road to make for the next three months, if it be practicable, a considerable addition to the road force, so that before the rains and frost of winter shall set in, the entire line shall be thoroughly ditched, and every decayed and suspected sill shall be replaced. The Committee regretted to learn from the section masters that the white labor employed on some of the sections could not at all times be commanded, though better paid than is usual in the country. And the condition of some of the sections

induces your Committee to think that *some* of the overseers had been long enough in the service of the Company. That in this branch of service a long continuance in its duties begets habits of carelessness, with some, and indolence with others, so common in plantation life and management, but not to be tolerated for a day in the service of a railroad, where life and property may be so easily placed in peril. No one should ever be allowed in this important branch of service to think that he had a property in his place, and that in this Company it can only be retained by the faithful discharge of duty.

The Committee state with much satisfaction, that throughout the entire line of road, they found the iron-rails in a far better condition than they had been led to expect from the clamors of noisy persons, and the often repeated censure that in the out-set the President and Directors had permitted too massive and cumbersome a class of engines to the service of the Company.

The Committee are in no way informed as to the amount of new iron that has been laid in the track, but as far as can be judged by the eye, in passing over the road, they can but express their agreeable surprise at seeing so little bad iron on the track. And the inspection of the Committee is in confirmation at the often expressed observation of others, that the worst iron is to be found on the curves, and near the stations at which the heaviest freight trains halt, and to the neglect of the supervising officer, at the shops of the Company, to see that the perfect circle of every wheel is preserved.

In importance and cost of construction, no feature of the road stands out so prominently as its numerous bridges. With the exception of a little bridge over Walnut creek in Wake county, and a larger one over Buffaloe in Guilford county, all the bridges of the road we believed to be in good condition, and to place the two excepted ones in good repair will not require any serious outlay of money or labor. On many of the bridges, especially the "Deck bridges" on which sheet iron is used either as a protection against fire or decay, it would be well at once to have it all properly overhauled, and either patched or replaced with new iron, and painted. This item of material on the bridges of the Company, has manifestly been damaged in the most densely settled neighborhoods, or near villages, by the transit of foot-men over the way, and against this no remedy can be provided. If there be any force or truth in the old adage "that a stitch in time saves nine," it is especially so when applied to the repairs of rail road bridges, and in reference to all the bridges of the road, and especially the larger and more costly. The supervising or inspecting officer should take nothing on trust, but should see and know for himself that all is as it should be. At the most important bridges of this Company resident guards are maintained, and the danger is that the Company, will provide a com-

fortable home to some old or infirm person, who has not the capacity to render efficient services in the event of an accident.

Up to this time, only one bridge has been burnt on the road, the little bridge over "Cate's Creek" in Orange, the work of an incendiary; and very recently a small bridge over Back Creek in Alamance county, was saved from speedy destruction by the prompt action of a worthy farmer, who seeing the bridge on fire hastened with all his force to its preservation, and in consideration of such kind and efficient services, the President very properly enclosed him a free ticket over the road for the remainder of the year.

A hasty inspection of the ware-houses enables the Committee to report that with the exception of an occasional leak, and some slight decay in the wooden platforms, all are in good repair; tho' the Committee regretted to see that all are not kept uniformly neat, either as to the storage of freight, the proper keeping of the books of the agency, or the care of the furniture.

At Raleigh, the old eye-sore, of a badly built brick-shed, is in part removed, and the part retained covered with a substantial roof—and rough casted with sand and lime, and will be a useful adjunct at that important station, in housing the engines and coaches of the Company, protecting them against weather, idle and mischievous persons.

At High Point, the addition ordered to be made to the warehouse accommodation is fast approaching to completion, with well-built brick walls, making an addition of fifty feet front with platform. No station on the road presented more the appearance of an active trade, and it is but simple justice to say that at no place is to be found an agent more efficient.

At the Company's Shops, your Committee do not hesitate to express the opinion that a new-born spirit has been awakened in the care and proper keeping of all that is entrusted to the Superintendent of this important establishment. Time only can test the capacity of the present head of the shops, to maintain as it should be, all the machinery of the road and shops, but a good impression is established, and all hope that he will be found equal to the place. If so, it was fortunate that such an officer was found in the service of the Company, and it is well so to promote *merit*, and will act as a stimulant to others to give to the Company their best services.

It is believed that under the direction of the present head of the shops, it may be made a fruitful nursery for the mechanical genius of the sons of our own soil, and in five or six years furnish all that may be needed for the service of the Company, identified in interest and sympathy by citizenship. And this, the chief work of the State, shall not be reproached, as is its chief seat of learning, from the fact that in its faculty proper sits but a single native son of the State.

The President and Directors should let it be understood that as far as it is practicable, a *preference* shall be given to native labor and talent, and this great work built by home labor shall be worked by home men.

Only one object in connexion with the transportation of the Company is deemed worthy of notice, and that is the want of uniformity in the *height* of the platform cars. On this class of cars is usually passed the most bulky items of freight, such as lumber, iron, marble, mill and dressed stones, causing a difficulty in loading, and worse still the control of the cars on the track, by reason of the elevation or the depression of the various couplings. The Committee learned from the President that this ugly arrangement was to be charged to the fact, that in the out-set this class of cars were obtained from some *three* different shops. A *uniform* standard should be maintained, and it is believed that the platform of the car will best meet the wishes of those who work them by having it about on a level with the platforms of the chief ware-houses of the road. With shops equal to the construction of all cars and coaches of the road, in a forest rich in nearly all the timber that may be required, it is to be hoped that hereafter *every* thing that rolls on the track of this road shall issue from the shops of the Company, substantially fashioned to suit the condition of the Company and the taste of a plain people.

In connexion with the employees of the road, the Committee regret to state that they hardly came in contact with a single one, who did not complain of the want of proper compensation for his services, and the Committee believe that in no single instance has a man entered the service of the Company, that his condition in a pecuniary point, has not been improved. And from careful inquiry made, are satisfied that the most importunate are those who are the most indolent and disposed to shirk duty.

The President and Directors of a Rail Road, are not to expect many flattering notices from the public—we have had our full share of censure, and it is not for your Committee to say how much or how little deserved. It is to be hoped that the night of difficulty and debt is well nigh over, and not often again shall we hear leading and influential stockholders in general meeting declaring “that they had ceased to regard their stock in this Company as an item of their property,” “that it had failed in the great purposes of its projectors,” “that it is a magnificent failure.”

“It is the great work of the State,” and its officers have a great interest entrusted to their care, and it is not only as shareholders and Directors that they should seek to preserve and sustain it, but as tax-paying citizens so to work and operate it as to make it the *largest* contributor in the *extirpation* of State debt. For it is believed that if the population shall remain on the

soil, and the labors of the plow, loom and anvil shall be directed with intelligent liberality, it must become a heavy freight road.

And with strict economy in *little* as well as great things, kept free from debt, "paying as it goes," suffering no leaks in shillings or dollars, with connexions soon to be made with a large agricultural and mineral districts, the future of this great work may be regarded as nearly certain, and its annual income may soon be estimated at a full half million, a sum equal to the proper working of the road and the payment of six per cent. to the share-holders.

PAUL C. CAMERON,
for the Committee.

On motion of Paul C. Cameron, the following resolution was offered as an amendment to the By-Laws.

Strike out the words "Bank of the State" on the second line and insert "the Bank of North Carolina."

On motion of J. W. Thomas, the following amendment was offered to Mr. Cameron's resolution, which was lost.

The Treasurer shall deposit all monies belonging to the Company in the Bank of North Carolina at Raleigh, in the Branches of the Bank of Cape Fear in Salisbury and Greensboro', the Farmer's Bank, Greensboro' or the Bank of Lexington and Branch at Graham, as he may deem expedient, &c., and shall keep, &c., as the balance of the articles reads.

The vote being then taken upon P. C. Cameron's resolution, it was carried.

The Committee to whom was referred the resolution from the Atlantic and North Carolina Rail Road Company, through their Chairman, Cyrus P. Mendenhall, made their report as follows:

The Committee to whom was referred the resolution from the Atlantic Road have had the subject under consideration, and beg leave to report that the Committee of three as asked for in said resolution, be appointed, but that they be restricted from involving this Company in debt.

C. P. MENDENHALL, *Chairman.*

Which on motion of P. C. Cameron, Esq., was received and the Chairman appointed the following Committee, Victor C. Barringer, John W. Thomas, and Wm. A. Graham.

On motion of J. L. Morehead, the Directors of this Road were requested to issue season tickets as heretofore.

The tellers appointed to superintend the election of Directors for the ensuing year, now being ready to report the vote, reported that there had been 6,757 votes cast, necessary to elect 3,379 votes.

Of these Giles Mebane received 6,001 votes; Alexander MeRae, 3,674; Charles F. Fisher, 3,405; Cyrus P. Mendenhall, 3,359; Richard Ashe, 3,114; T. J. Sumner, 2,811; E. R. Stanly, 2,017; William Murdoch, 797; R. Gorrell, 523; with some other scattering votes. Whereupon, it was announced that Chas. F. Fisher, Giles Mebane, and Alex. MeRae, having received a majority of the votes cast, were declared duly elected Directors for the ensuing year.

There being one Director yet to elect, the Stockholders proceeded to ballot, which ballot resulted in no election, whereupon another ballot was ordered.

On motion of R. Gorrell, Esq., the following resolution was passed.

Resolved, That the President and Directors of this Road be instructed to discriminate, in freights, on iron for the construction of the Western N. C. R. Road in favor of all iron landed at the Sea-Ports of our own State.

On motion of H. C. Jones, Esq., the meeting adjourned until nine o'clock, P. M.

NINE O'CLOCK, P. M.

Meeting was called to order.

A ballot for a fourth Director was now taken, which resulted in the election of Mr. Ashe, of Chapel Hill.

On motion of Alex. MeRae, the same Committee of Finance was continued the ensuing year.

On motion of Gov. Morehead, William Murdoch and William Murphy were appointed a Committee to verify proxies at the next Annual Meeting.

On motion of D. M. Barringer, Esq., the Board of Directors were instructed to prepare, or cause to be prepared, a new edition of the By-Laws and Charter of this Company, with an index to the same, including also, the proceedings of this meeting and furnish each Stockholder with a copy.

On motion of Alex. McRae, a Committee of three was appointed by the Chair to examine into the condition of this road and make a full report of the same at the next Annual Meeting. Committee consists of John M. Morehead, Wm. Murdoch, and General Means.

On motion of D. M. Barringer, Esq., the thanks of the Stockholders, of this Company were tendered to the Chairman and Secretaries for the faithful manner in which they have discharged their duties.

On motion of D. M. Barringer, Esq., the meeting adjourned *sine die*.

W. R. HOLT, *Chairman.*

E. R. STANLY, }
THOMAS WEBB, } *Secretaries.*

THE BOARD OF DIRECTORS REPORT.

OFFICE OF THE NORTH CAROLINA R. R. Co.

July 10, 1860.

The Board of Directors have the honor to present to the Stockholders their Annual Report, according to the requirement of the Charter, of the operations of the Road, and the condition of the Company, for the Fiscal year, ending May 25th, 1860.

The statement appended will show that the whole road Receipts amounted to \$427,100 87, being an increase over the receipts of the corresponding months of last year, of \$48,089 62.

The Financial condition of the Company is shown by the Treasurer's Abstract. The various tables of the Transportation Department, as given in the President's Report to the Board, show in detail, the nature and quantity of our Freight, both out and in. These give also an interesting exhibit of the Station business, both of Passengers and Freight, as well as of the Through business of both.

The same Report refers to the different Departments of the Road and Machinery.

The Board thought it advisable to have an inspection of these, made by a Committee of their body, whose report is hereto annexed.

The steady increase of Road Receipts must be very gratifying to the Stockholders, and to the people of the State, as an unquestionable evidence of the increasing production of the country, and of the increasing prosperity of the road.

During the Fiscal year just ended the State has been,

paid six per cent on her preferred stock of one million.—The State and Stockholders have been paid the declared dividend of two per cent on the remaining three millions of capital. The eight per cent interest of twenty-seven thousand dollars has been paid in two instalments, and the regular instalments of Twenty-five thousand dollars for the the sinking fund of the Bond debt set aside, making a sum total of payments last year of \$172,000. That is,

For the six per cent dividend to State	\$60,000
For the eight per cent dividend to State and Stockholders,	60,000
For interest on eight per cent Bonds,	27,000
For Sinking Fund,	25,000
	<hr/>
	\$172,000

The Board have declared a dividend of three per cent to State and Stockholders, payable on and after the 12th of August.

For information in detail, reference is made to the following Report.

PRESIDENT'S REPORT.

PRESIDENT'S OFFICE, N. C. R. R.
July 10, 1860.

To the Board of Directors—

GENTLEMEN :—I submit to you the following Report of the operations of the Road, for the year ending, May 31st, 1860 :

REVENUE FROM ALL SOURCES.

The earnings of the Road from the Transportation of Passengers and Freight, and from other sources, have been as follows :

Receipts from Through Pas's.,	\$50,461 77
“ “ Way “	124,380 77
“ “ Freight,	225,958 33
“ “ Mails,	22,300 00
“ “ Incidental sources	4,000 00
	\$427,100 87

THE EXPENSE ACCOUNT HAS BEEN,

Bureau Department,	\$ 6,503 00
Transportation “	78,832 09
Machinery “	47,851 77
Road “	59,750 66
	\$192,937 52

EXTRAORDINARY EXPENSES INCLUDED IN ABOVE.

For Re-building Engines,	\$11,866 08
“ “ 1st class Cars,	1,332 00
“ “ 6 Mail and } 2d class cars, }	900 00
“ “ 4 Baggage cars,	500 00
“ Building 5 Box, and 6 } Flat Cars, }	1,170 00
“ New Cross Ties,	14,340 00
	\$ 30,108 08

This embraces the whole *working cost*, which includes, as you will observe, re-building engines and cars, re-construction of bridges, culverts and houses, building new work, and renewal of cross-tie superstructure extensively.

The Treasurer's exhibit sets forth the *Disbursements* of the year, as a whole, without reference to the annual current expense account. It includes all payments, both of old and current bills.

DEPARTMENT OF TRANSPORTATION.

The Tables of Passengers and Freight, show an increase in both—Freights out and in, and Passengers through and way. The local business of the road is everywhere steadily improving: each year brings an unfailing increase of production. It has been the policy of the Board to encourage this, by carrying the various fertilizers at less than cost of Transportation, looking for remuneration to the returns of freight.

The safety of our Tonnage trains has been this year unvarying, owing to an improvement in the freight equipment by repairs of badly constructed cars, and by an improvement, through ballast and broad sills, in the permanency of the Road-bed and track. The mileage of Freight engines hauling trains, has equaled 122,654 miles. The Passenger trains have escaped disaster, and have made their connection with almost unfailing regularity. Their mileage has reached 307,258 miles.

We are still able to say, that up to this time, from the opening of the road, no passenger has ever been injured on the trains, and no accident involving any serious result has ever happened to a Passenger train. For a line of 223 miles, running a double daily passenger, and a daily freight service, besides irregular trains of lower class, this is a degree of good fortune, which we have great reason to ac-

knowledge with gratitude. It is, no doubt, owing, under the deliverance of a Higher power, to the employment of good and competent men, and to a careful attention to our motive power and car equipment.

We have carried a total of 12,218 Through Passengers, and of 64,206, Way passengers.

During the year a new and admirable Ticket system, which must greatly diminish the chances of loss in the use of old tickets, by free passing on the same ticket more than once, has been adopted. It is also valuable for the convenience and security of accounts with Ticket Agents.

The Engine shed, at Raleigh, heretofore an unoccupied structure without value, being unnecessarily large, has been partly taken down. That half left standing, I have covered with a good roof, an outside rough-cast finish, and enclosed for better security by a fence.

The warehouse at High Point being insufficient to the local business, has been extended, according to your order, fifty feet, and is now nearly completed.

A joint passenger shed is much needed at Raleigh.— You some time ago directed me to consult with the authorities of the Raleigh and Gaston Railroad Co., and agree upon a proper structure. We have had several plans under consideration, but agreed on no one. This work should be done before next winter.

The stations of Goldsboro and Charlotte require some better arrangement of the sheds and yards for proper preservation of the engines, cars and other property of the Company, constantly standing at these two points. Sufficient enclosures should be erected, and the sheds re-modeled. The cost of doing so will be trifling compared to the value when done. I had made arrangements to do this, and it should have been done sooner, but for the many other expenditures required to complete much unfinished work.

ROAD DEPARTMENT.

In the important item of Road Repairs, during the past year, we have been obliged to make a heavy outlay for sills and other timber in re-construction. The old cross-ties were rapidly failing on many Sections, and extensive renewals were required. We have kept the track not only secure, but have made it better by putting in, everywhere, the joint and centre ties, with as many more as were required for perfect security. The new cross ties used, (costing 40 cents on the Western Division, for white oak and post oak—and 35 cents on the Eastern Division for heart pine) are of very superior quality. The specifications require good Oak and Pine only, and none others are received at any price; the inspection is strict, the quality and dimensions being absolutely insisted upon. The surface bearing is increased in the width from eight inches, the former size, to 10 inches—and what we now get along the whole line, ranging in width from ten to eighteen inches, will make an average of at least twelve inches surface bearing.

The process of ballasting in all wet cuts and bad ground has been actively conducted as rapidly as possible, and a valuable change is thus gradually effected in the road-bed, throughout the line.

The Bridges are constantly inspected and are carefully kept in level and line. All of them continue sound and safe in an unfailing degree.

The structure at Sugar Creek, on the Western Division, has been re-built of the best material, and will last without repairs for a long term. The same has been done, so far as needed, at Cates' Creek on the Eastern Division.

The culverts are in good condition and perfect safety.—We have no trestles to be troubled with.

The track has been kept in thorough repair by regular renewal of all iron which has failed. The quantity of iron

removed has not been so large as might have been reasonably anticipated. The quality of the iron is not uniform ; nor could this be expected on such a length of Road. On some Sections it has proved much more defective [than on others. Much of what is taken out may be repaired ; the balance, not capable of economical repair, can be exchanged on fair terms, for new rails. We have not so far had occasion to make any purchases of Iron, nor will it be needful to do so at present.

MACHINERY DEPARTMENT.

The Report of the Master Mechanic shows the number and condition of engines.

It is known to you what number of Trains we have been running the past year. The milcage of the Engines will certify their performance, and their general condition. It compares not unfavorably with the work of any Road in the country. Few Roads are doing the same amount of work with an equal motive power. We have on regular service *Ten* Passenger—*Six* Freight and *two* Gravel Train Engines—besides this we have two spare Passenger and one spare Freight Engine—with one light Engine for extra duty and another of same size rebuilding. This power has enabled us for some time to run a double daily Passenger, and a daily Freight service.

I should propose, as most advisable, the use of the two smaller engines with light Trains of special construction for the service, having low wheels, on the ditching work—and the use of all the larger engines put in complete order, on the Freight service. In this way the business of the Road may be done for another year, should no misfortune occur to disable the motive power, without the purchase of any more engines. I believe this Department is conducted with skill, economy and faithfulness. The force employed is now smaller than heretofore—the general police and dis-

cipline is well maintained, and repairs are despatched with great promptness.

The Foundry is a valuable aid to the establishment. The work done, is thoroughly well done. Arrangements are lately completed for making all our own car wheels. There is no reason why it cannot be done here as well as any where, and at less cost than they can be bought for abroad.

The Car Shop has turned out less new work heretofore than it can do hereafter, owing to the necessity of thoroughly overhauling the old equipment of cars, which was a poor one in plan and construction. The building of new cars ought to be a regular business. We have an abundance of the best material at command, cheap,—and new work will go up always profitably with the necessary repairs of the old stock.

Within the past six months I have caused the Shop Buildings and grounds to be enclosed so that now we have perfect security at all times for the property and material on hand.

I repeat, what has been before this said, but cannot be too strongly urged upon the attention of the Directory, that this locality of the Company Shops is essentially, for practical use and value, in the Road Operations, the heart of the whole work. If well managed and carefully systematized—if its efficiency is well maintained and its good order always preserved—it will do more to ensure safety, success and prosperity to your Work, than any other means you can employ:—it will give you the great element of success in good capable men, identified with the Road by education and feeling—and it will give you the security of motive power and cars always in safe order. And I remark here that longer experience has satisfied me more fully of the wisdom and necessity of your requiring, as an unvarying rule, what the Board long since determined—that all offi-

cials, of whatever rank, having positions of executive duty, should reside at this point.

GENERAL REMARKS.

The condition and Prospects of this State Work have improved, and continue to improve, every year. At this time the safety of the Roadway in respect to its solidity, permanency and entire security is better than ever before : the equipment of cars is such as to do the business of the Road, with the aid of the new work building, and they also are safer and better than at any time before ; the Engines have nearly all been so far overhauled within the last six months as to secure their complete efficiency, and the Repair Shops have the full capability of maintaining this. The System of the Road, in detail, and as a whole, has been adopted after careful examination of the manner of working the best Roads in the Country—we have introduced whatever was deemed to be of value, wherever found, and have made such changes as were applicable to the latitude and people.

It is a labor of no ordinary magnitude to establish a System on a new Work—to bring order out of the inevitable chaos of Construction—to arrange and to introduce a policy of management just in its operations, alike for the interest of the Stockholders and for the proper claims of the community. In the opening of every new Road there are many causes existing to create difficulty to the management. We have had to meet these serious and harrassing difficulties—but the time has past when they can in any way embarrass the progress of this work. It is now on firm and safe ground. Its success fully established—its future beyond doubt : and one thing you are able to say—that no Road in any Country, has, up to this date, been operated at a lower average per centage of cost on the gross receipts, for a term of years, and with more perfect exemption from disaster.

We may hope now that the communities on this line will soon understand that there exists no antagonism between the Railroads and those who use them. The interests of the people and of the Stockholders are the same. Only a contracted jealousy on one side, and a mistaken view of policy on the other, can cause the prejudice so injurious to both. The just and wise policy of the Roads, is to aid and foster the business of the country which is their tributary ; and in proportion as they do this, is their prosperity promoted by the augmented wealth of the land. On the other hand, the public should not desire to cripple the ability of the Roads to render them at all times prompt, safe and sure service by refusing to them a fair compensation, such as will enable them to maintain their roadway and machinery, pay their heavy cost of operation, and at the same time make a just return to the State, which has so generously aided in their construction, and to the shareholders who have conferred by their liberality a public benefit.

It is with no formal expression of common compliment, that I desire to refer to the officials of your road. They have been faithful and are capable. It is so much easier for any omission of duty to be seen, than for all their daily labors to be realized, that the work of "well done," is too little given for the encouragement and support of railroad men, who, if they do their duty, have the hardest life known to civilization—a life full of hourly responsibility the most serious, and of labor, in season and out of season, the most unending—all of which is very little comprehended even by many who ought to understand it.

During the last year, the late Master of the road, Mr. J. E. ALLEN, whose faithfulness and efficiency I have always found un failing, resigned his position, and you directed me to appoint two Division masters in his place, at a lower rate of salary. This was done, and the result has

been satisfactory as to the assignment of duties. The line of the road is too long for the supervision of one man.

The late Master of the Machinery, Mr. THOS. E. ROBERTS, also retired from the service of the Road, after a successful administration of his duties, in maintaining the machinery with efficiency for a term of years. In his place you appointed, on my recommendation, Mr. E. H. MARSH, the oldest Locomotive Engineer, in point of time of service, on the road. He is a southern man, identified in feeling with the work from long association, throughout his term of service, found faithful and thoroughly competent, and from what he has done and shown of his mechanical skill, in the shops, since having the responsible office of Master Mechanic, I feel confident he may be relied on as a capable and proper man.

For the last year, I have had the assistance in the Transportation department, and as Civil Engineer, when required, of Mr. E. WILKES, who came to this Road, with a valuable experience of some years on other roads.

I am able to commend him to you as a railroad man of experience and of intelligence. And I can further express my confidence in his capability and faithfulness to do any work he may undertake.

The subordinate officers and the men have deserved your thanks for their general efficiency and zeal in the discharge of their duties, and for their efforts to promote the interests of the Company.

I have the honor to be,

Your obedient servant,

CHAS. F. FISHER.

NOTE.—It was omitted, inadvertently, to add in the Report above, some mention of the system and perfect order which has been established in the Office, by the aid and efficiency of Mr. R. W. MILLS, Secretary and Book-keeper. I am sure that this important department is now thoroughly organized and well kept.

TREASURER'S

P. B. RUFFIN, TREASURER, IN ACCOUNT WITH

Dr. MAY 31, 1860.

To Balance on hand, - - -			\$68,182 04
" Transportation Pas. and Freights,	\$404,636 69		
" P. O. Dep't for Carrying U. S. M.,	19,425 47		
" W. N. C. R. R. Co., Tran. Fr'ght,	42,765 50		
" Adams Ex. Co., Tran. Fr'ght, 1 y.,	5,000 00	471,827 66	
" Bank Cape Fear, - - -	8,253 73		
" The Bank of the Republic, N. Y.,	100 00		
" Rent Account, - - -	2,005 30		
" Construction Account, - - -	48 75		
" Supply " - - -	813 76		
" Building " - - -	3 50		
" Superstructure Bridges Account,	15 00		
" Wood " - - -	527 08		
" Hand Hire Refunded, - - -	64 50		
" Shops Acc't (for work & materials,)	261 59		
" Stock " - - - -	20 00		
" 1 Share Stock Div. refunded,	2 00		
" Waste Account, - - -	4 00		
" Loss and Damage Account, -	152 75		
" Interest " - - -	313 30	12,585 24	

\$552,594 94

To Balance on hand,

84,840 08

ACCOUNT.

THE NORTH CAROLINA RAIL ROAD COMPANY.

MAY 31, 1860.		Cr.
By	Cash paid on Repairs—Road Account, -	\$ 18,598 79
By	“ “ “ Repairs—Cars “ - -	20,419 37
By	“ “ “ Construction “ - -	1,361 42
By	“ “ “ Transportation “ - -	66,892 01
By	“ “ “ Supply “ - -	13,953 96
By	“ “ “ Interest “ - -	32,728 92
By	“ “ “ Waste “ - -	473 72
By	“ “ “ Repairs—Engines “ - -	22,267 47
By	“ “ “ Building (finishing old work, &c.)	1,252 43
By	“ “ “ Loss and Damage Account,	2,879 07
By	“ “ “ Printing “ -	1,004 36
By	“ “ “ Medical “ -	1,461 08
By	“ “ “ Station Expense “ -	2,519 27
By	“ “ “ Wood “ -	6,315 70
By	“ “ “ Sills “ -	14,194 30
By	“ “ “ Office Expense “ -	382 43
By	“ “ “ Stock Killed “ -	691 49
By	“ “ “ Negro Hire “ -	37,787 98
By	“ “ “ M'lge of Directors & Com. Fin.	1,134 60
By	“ “ “ Salary Account, - -	27,156 72
By	“ “ “ Shops “ - -	1,220 20
By	“ “ “ Stock, Expense collecting, &c.,	114 00
By	“ “ “ Clothing Account, - -	2,588 58
By	“ “ “ Coal “ - -	187 50
By	“ “ “ Miscellaneous - -	429 87
By	“ “ “ Postage, - -	3 81
By	“ “ “ Law Expense, Fees, &c., -	196 39
By	“ “ “ Bridge Repairs Account, -	500 00
By	“ “ “ Oil “ -	6,505 42
By	“ “ “ Bank Cape Fear, Sl'sbry, Loan ac't	40,000 00
By	“ “ “ Dividend No. 1, - -	87,534 00
By	“ “ “ Dividend No. 2, State N. C.,	30,000 00
By	“ “ “ Sinking Fund, - -	25,000 00
By	Balance on hand, - -	84,840 08
		\$552,594 94

STATEMENT

DR. OF THE LIABILITIES AND ASSETS OF THE N. C. R. R. ON THE 1ST OF JUNE, 1860. CR.

LIABILITIES.	ASSETS
To Bills payable,	\$ 13,158 34
“ Hand hire Bonds,	11,969 78
“ Plain Bonds, due 1861,	5,459 98
“ Due Individuals, on account,	18,740 86
“ Due Agents on Salary account,	10,826 92
Balance,	19,151 40
	84,840 08
	<u>\$164,131 26</u>
	<u>\$ 79,378 79</u>
	<u>\$ 79,378 79</u>

June 1st, 1860, By Balance,

R. W. MILLS, Secretary.

NOTE.—Of the above Liabilities of the Company Forty Thousand Dollars is not due for one and two years from this date, which amount added to balance Cash in Treasurer's hands, present available funds. You have near One Hundred and Twenty-five Thousand Dollars to pay a dividend of three (3) per cent on Four Million Dollars owned by the State and Individuals, without anticipating future receipts.

STATEMENT

DR. STOCK ACCOUNT---NORTH CAROLINA RAIL ROAD. JUNE 1ST, 1880. CR.

TO CAPITAL STOCK SUBSCRIBED.		BY RECEIPTS FROM CAPITAL STOCK.	
State of North Carolina,	\$2,000,000 00	from State of North Carolina,	\$2,000,000 00
Subs. N. C. preferred,	1,000,000 00	do do do do do,	92,300 65
Individuals & Corporations,	1,000,000 00	Unpaid by individuals,	1,300 35
	<u>\$4,000,000 00</u>		<u>\$4,000,000 00</u>



NORTH CAROLINA RAIL ROAD.

STATEMENT OF INCOME, ARISING FROM THE TRANSPORTATION OF PASSENGERS, FREIGHT, EXPRESS AND MAILS, DURING THE YEAR ENDING MAY 31ST, 1860.

MONTHS.	Passengers.				Through Passengers.				Tickets sold by other Companies.				Received by Conductors.	Total No. Passengers.		Freight.		Adams Express Company.	Total Freight. EAST & WEST.	United States Mails.	GRAND TOTALS
	EAST.		WEST.		EAST.		WEST.		EAST.		WEST.			EAST AND WEST.		EAST.	WEST.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amount.						
June, 1859.	2477	\$ 4,308 00	2668	\$ 4,253 00	216	\$ 612 01	25	\$ 139 65	250	\$1,213 61	283	\$1,005 23	\$ 873 18	5919	\$ 12,404 68	\$ 0,044 92	\$ 8,712 66	\$ 333 33	\$ 14,757 58	\$ 1,858 33	\$ 29,353 92
July,	2643	4,288 56	2975	4,779 23	183	634 69	27	151 05	306	1,446 09	359	1,250 63	2,544 47	6493	15,094 72	5,817 47	7,790 33	333 33	13,608 25	1,858 34	30,894 64
August,	2745	4,256 74	3064	4,882 73	366	1,078 37	37	209 00	533	2,486 66	332	1,326 21	1,656 71	7077	16,396 42	6,844 45	11,522 81	333 33	18,367 25	1,858 33	36,955 33
September,	2312	3,650 00	2556	4,731 51	371	1,666 54	48	273 60	553	1,978 51	1256	4,386 38	1,436 70	7096	18,123 25	13,544 23	9,391 55	333 33	22,935 78	1,858 33	43,250 69
October,	2972	5,521 62	3074	5,175 09	218	936 09	89	504 45	171	799 91	867	2,654 09	1,727 00	7391	17,318 25	9,054 20	14,216 40	333 33	23,268 50	1,858 33	42,778 41
November,	2371	4,156 37	2618	5,054 62	172	759 12	61	348 65	138	666 40	314	1,381 08	2,220 15	5674	14,586 39	9,007 38	9,452 60	333 33	18,560 48	1,858 34	35,338 54
December,	3118	5,392 12	3286	4,893 27	126	476 21	105	593 50	204	1,028 13	383	1,631 56	2,238 38	7222	16,258 17	7,585 91	7,310 31	333 33	15,495 40	1,858 33	33,945 33
Jan., 1860.	2672	4,448 14	3089	5,151 55	93	384 40	77	441 65	225	1,144 82	295	1,333 35	2,070 30	6451	14,974 21	7,457 92	7,527 22	333 33	14,984 24	1,858 33	32,150 11
February,	2388	3,125 49	2208	3,296 80	126	590 40	30	171 00	280	1,317 62	282	1,237 14	1,860 50	5314	11,598 95	6,620 11	10,548 44	333 33	17,163 85	1,858 33	30,954 52
March,	2100	2,865 79	2272	3,090 51	204	775 94	32	179 55	244	1,168 53	653	2,505 00	1,636 30	5505	12,221 62	7,635 92	17,785 35	333 33	25,420 37	1,858 34	39,829 66
April,	2179	2,845 95	2342	3,188 32	133	459 28	35	199 50	312	1,449 88	335	1,103 48	1,434 25	5336	10,680 66	6,157 85	16,761 53	333 33	22,924 38	1,858 33	35,796 70
May,	2879	4,533 85	3198	5,059 32	203	802 78	32	186 45	316	1,652 62	318	1,216 93	1,737 25	6946	15,189 20	6,443 38	12,028 27	333 33	18,472 15	1,858 33	35,853 02
Totals,	30856	\$49,392 63	33350	\$53,555 95	2411	\$9,675 83	598	\$3,403 05	3532	16,352 78	5677	21,031 08	\$ 21,435 19	76424	\$ 174,846 51	\$ 91,314 78	\$133,646 05	\$4,000 00	\$ 225,958 33	\$22,300 00	\$ 427,100 87

S T A T E M E N T

SHOWING THE NUMBER OF LOCAL PASSENGERS FROM THE SEVERAL STATIONS, FOR THE YEAR ENDING JUNE 1ST, 1860.

S T A T I O N S. FROM	Total No. of Pass'rs South.	To Chart.	H'tsb'g	O'ncrd	C. Gr.	S'tsb'y.	H'tsb'g	Lex'td	T'bs'vl	H. Pnt	Jas'tn.	Gr'ens	G'bs'vl	C. Shp	Gr'h'm	H. Riv	Mebns	Hills.	Durh's	M'ts'vl	Rat'ngs	S'm'thd	B. Hill	Golds.	Total No. of Pass'rs North	
Charlotte,	422	422	248	782	23	160	17	210	63	381	18	507	8	120	13		3	385	10	5	434	4	1	131	4978	
Harrisburg	1339	1126	213	194	12	62	7	4	6	4	16	16	11	3	2		10	14	1	2	17			8	318	
Concord,	122	51	8	63	76	847	81	44	21	21	13	40	6	1	2		10	14	1	2	17			6	1198	
China Grove	3585	2170	73	1131	211	175	3	15	5	10	2	11	25	70	16	13	5	129	9	43	273	2	1	178	2877	
Salisbury,	360	39		23	11	297	86	7	17	3	2	2	5	5			17								164	
Holtsburg,	2512	331	4	53	11	1022	91		291	186	152	336	2	11	40	26	1	4	4	4	97			33	1212	
Lexington,	594	91	4	18	5	189	5	282	348	64	386	3	12	48	14	1	7	31	12	12	95		3	42	1069	
Thomasvl.	1706	508	11	27	2	495	23	266	374	106	1306	7	16	142	17	10	19	135	14	9	338	2	10	212	2366	
High Point	530	51	3	16	78	3	138	123	118	935	11	935	11	29	37	11	6	56			77	2	1	2	18	1186
James town	4468	717	21	67	9	109	25	327	340	1525	728	50	230	576	251	16	77	272	28	13	422	2	6	386	2293	
Greensboro	118	9		1	1	11	1	6	7	15	5	68	9	22	31	2	16	24	1	4	20			4	135	
McLeans,	397	30	1	5	3	27	4	12	18	20	28	223	26	36	31	10	24		4	4	39			19	167	
Gibsonv'le,	1593	319		17	1	119	6	60	58	121	43	772	24	53	18	22	20	314	22	11	271	1	3	140	822	
Co's. Shops	287	25		9	1	25	22	11	19	19	6	137	26	1	4	10	106	446	27	10	93	5	6	30	733	
Graham,	57			5	5	5			2	7	1	14	1	1	13	8	29	49	13	6	29	19	4	7	156	
Haw River	440	32		5	5	8	4	10	32	5	93	17	4	59	131	40	177	14	3	132	6			44	316	
Mebansv'le	2658	739	1	21	2	258	2	20	9	192	46	379	4	13	434	326	32	153	281	64	882	15	1	295	1542	
Hillsboro',	585	107	3	1	1	21	2	12	27	3	20	1	5	29	9	9	7	317	59	59	1411	15	1	350	1847	
Durham's,	251	33	1	4	4	11	2	7	19	3	17	17	6	6	16	3	7	58	58	2	744	6		121	897	
Morrisville	4625	397	6	33	4	407	6	65	64	293	51	455	12	26	254	55	22	814	1018	64	882	2		2904	4363	
Raleigh,	775	16		1		2			5	8	3	36	7	6	2	10	6	7	3	3	700	7	57	167	296	
Stallings,	905	14		1		1			5	8	3	10	1	9	1	4	5	11	5	2	727	103	103	874	983	
Smithfield.	312	1		3	1	190	2	31	27	233	1	400	2	10	159	15	3	324	204	134	2758	103	103	827	327	
Boon Hill,	5983	212	3	3	1	190	2	31	27	233	1	400	2	10	159	15	3	324	204	134	2758	103	103	827	327	
Goldsboro'																										30483

COMPARATIVE STATEMENT

OF PASSENGERS, FREIGHT, AND MAIL, ON THE NORTH CAROLINA RAIL ROAD.

	1856 & 1857.				1857 & 1858.			
	PASSENG'RS.	FREIGHTS.	MAILS.	TOTAL.	PASSENG'RS.	FREIGHTS.	MAILS.	TOTAL.
July,	\$ 11,216.18	\$ 9,297.44	\$ 1,858.34	\$ 22,371.96	\$ 14,478.22	\$ 10,155.24	\$ 1,858.34	\$ 26,491.80
August,	11,112.13	12,926.32	1,858.34	25,896.79	13,433.95	19,558.61	1,858.34	34,873.90
September,	12,408.28	16,839.55	1,858.34	31,156.17	15,750.59	17,675.04	1,858.34	35,283.97
October,	11,323.05	15,793.59	1,858.34	28,882.78	16,085.15	17,198.07	1,858.34	35,141.56
November,	10,940.37	10,278.12	1,858.34	23,076.83	10,337.7	11,127.82	1,858.34	23,323.86
December,	13,957.97	10,570.18	1,858.34	25,486.49	12,716.92	12,501.47	1,858.34	27,076.74
January,	9,571.22	8,246.88	1,858.34	19,776.44	11,204.18	10,224.55	1,858.34	23,287.07
February,	9,531.67	9,335.79	1,858.34	20,725.80	7,395.79	8,971.58	1,858.34	18,225.71
March,	9,937.34	12,817.42	1,858.34	24,663.10	9,244.67	13,777.42	1,858.34	24,880.42
April,	9,039.57	16,905.52	1,858.34	27,913.43	11,457.2	18,029.91	1,858.34	31,345.50
May,	11,238.79	10,978.30	1,858.34	24,075.43	11,608.43	3,508.92	1,858.34	26,970.69
June,	13,185.12	11,373.75	1,858.34	26,417.2	12,707.80	12,909.59	1,858.34	30,101.73
Total,	\$132,766.69	\$145,332.86	\$22,300.08	\$300,449.63	\$146,420.72	\$165,656.22	\$22,300.68	\$337,003.02

COMPARATIVE STATEMENT, &C., CONTINUED.

	1858 & 1859.				1859 & 1860.				INCREASED.
	PASSENG'RS.	FREIGHTS.	MAILS.	TOTAL.	PASSENG'RS.	FREIGHTS.	MAILS.	TOTAL.	
June,	\$ 12,707 86	\$ 12,909 56	\$ 1,858 34	\$ 27,475 79	\$ 12,404 68	\$ 15,090 91	\$ 1,858 33	\$ 29,353 92	\$ 1,878 13
July,	13,817 70	12,502 01	1,858 34	28,178 05	15,094 72	13,941 58	1,858 34	30,894 64	2,716 59
August,	13,353 48	19,818 51	1,858 34	35,030 33	16,396 42	18,700 58	1,858 33	36,955 33	1,925 00
September,	14,637 20	21,558 44	1,858 34	38,053 97	18,123 25	23,269 11	1,858 33	43,250 69	5,196 72
October,	15,710 17	19,729 91	1,858 34	37,298 41	17,318 25	23,601 93	1,858 33	42,778 41	5,480 00
November,	12,672 07	16,573 57	1,858 34	31,103 96	14,586 39	18,893 81	1,858 34	35,338 54	4,235 58
January,	15,240 65	13,770 53	1,858 34	30,869 31	16,258 17	15,828 73	1,858 33	33,945 33	3,076 02
December,	13,515 19	11,004 62	1,858 34	26,378 14	14,974 21	15,317 57	1,858 33	32,150 11	5,771 97
February,	10,556 97	12,724 51	1,858 34	25,139 81	11,598 95	17,497 18	1,858 33	30,954 52	5,814 71
March,	10,894 15	19,210 76	1,858 34	31,963 24	12,221 62	25,753 70	1,858 34	39,829 66	7,896 12
April,	10,539 79	22,194 37	1,858 34	34,592 49	10,680 66	23,957 71	1,858 33	35,796 70	1,204 21
May,	14,516 91	16,552 51	1,858 34	32,927 75	15,189 20	18,805 48	1,858 33	35,853 02	2,925 27
Total,	\$158,162 13	\$198,549 33	\$22,300 00	\$379,011 25	\$174,846 51	\$229,958 33	\$22,300 00	\$427,100 87	\$48,039 62

STATEMENT

OF NEW WORK & REPAIRS FOR 12 MONTHS, ENDING MAY 31, 1860.

Building 2 New Air Spring Trucks, - - -	\$ 375 04
“ 7 “ Hand Cars, - - -	299 76
“ 8 “ Pole “ - - -	205 42
“ New Freight Cars, (7 finished, 6 unfinished,)	3,205 41
Repairing Pole and Hand Cars, - - -	24 18
“ Company Houses, - - -	360 80
Expense of Wood Patent Switches, - - -	78 52
“ “ Repair Shop, Material and Labor,	1,022 57
“ “ Wood “ “ “ “	458 05
“ “ Paint “ “ “ “	14 80
“ “ Smith “ “ “ “	133 04
“ “ Stationary Engine, “ “ “	1,034 52
“ “ Road “ “ “ “	2,956 00
Total, - - - - -	\$ 10,168 11

STATEMENT

OF FOUNDRY FOR 12 MONTHS, ENDING MAY 31, 1860.

	DR.	CR.
To Material for Repairs, - - -	\$ 33 20	
“ Labor, - - - - -	1,759 39	
“ Cost Pig Iron, - - - - -	545 48	
“ “ Old Wheels, - - - - -	399 63	
“ “ Scrap, - - - - -	565 00	
“ “ Coal for Cupola, - - - - -	129 45	
“ “ Old Brass, - - - - -	1,058 70	
“ “ Copper, - - - - -	65 86	
“ “ Tin, - - - - -	17 20	
“ “ Coal for Brass Furnace, -	46 72	
	<u>\$ 4,620 63</u>	
Cr. By 129,370 lbs Castings, @ 4c.		\$ 5,174 80
“ 5,698 “ Brass do. @ 32c.		1,823 52
		<u>\$ 6,998 32</u>
Amount brought down,		4,620 63
		<u>\$ 2,377 69</u>

AMOUNT OF WROUGHT IRON, STEEL AND COAL.

48,055 lbs. Wrought Iron,
 7,507 lbs. Spring Steel,
 96 Tons Coal,
 130 (28 and 30 in.) New Wheels.

NORTH CAROLINA RAIL ROAD.

MILEAGE AND EXPENSE REPORT OF ENGINES, &C., FOR TWELVE MONTHS, ENDING MAY 31ST, 1860.

NAMES of Engines	Gals. of Oil		lbs. of	lbs. of	lbs. of	Cords Waste	Cords Wood.	Cost of Material.	Cost of Labor.	Total Cost.	Miles Run	Cost pr. M	REMARKS.
	fl. L.	Mch.	ad.	P. y.	Waste								
*Astron.	24	101	96	3½	190	150	\$ 1,343 15	\$ 1,734 11	\$ 2,957 36	10800	21.0	In Shops.	
*Helios.	27	211	219	3½	227½	423	1,059 65	274 33	2,343 77	28174	83.0	Needs Repairs.	
*Ajax.	9½	208½	137½	4	329	376½	260 76	295 46	1,452 24	27449	05.2	" "	
Cyclops.	12½	235	240	7½	451	391	164 58	176 81	1,325 81	27707	04.8	Fair Condition.	
Yadkin.	23	181½		4	395	391½	161 95	182 33	1,239 43	30003	04.1	" "	
Watauga.	10½	179½	191	6	373½	337½	347 46	336 63	1,565 45	28620	05.4	" "	
Excelsior	19½	221	4	6	401	361½	1,369 54	585 89	2,858 64	26134	10.9	Good order.	
Sisyphus	8½	126½	86	3	249	207½	431 17	930 72	1,894 71	14148	13.3	Fair Condition.	
*Almuce	17½	221½	102	6	429	416	218 74	141 96	1,360 99	32050	04.2	Needs Repairs.	
Neuse.	94	222½	17	8	454½	351½	268 28	205 13	1,350 78	25984	05.0	Good Order.	
Orange.	18½	188	184½	2	284½	257½	213 66	146 25	1,085 12	27128	04.2	Fair Condition.	
*Kratos.	24	138½	49½	3	246	337½	56 32	45 18	59 47	18860	04.5	Needs Repairs.	
*Ulysses.	61	152½	75½	7½	342	279	189 62	228 24	1,063 33	14672	07.1	" "	
Apollo.	5	144½	184½	7½	307	234	2,491 81	2,503 09	5,589 59	17096	34.1	Good Order.	
Ixion.	1	147½	4	9½	308	295	641 25	255 69	1,554 32	14988	10.2	Good Order.	
*Pactolu.		164½		6½	234½	307	88 68	143 54	934 01	15454	06.0	Fair Order.	
Cybele.		144½	85	7	304	355	44 95	99 21	905 10	18550	04.8	" "	
*Midas.	34	111½	33½		238	243	453 83	444 67	1,440 71	13880	10.3	" "	
Carolina.	7½	106½	63½		226	211	695 93	1,134 90	3,319 43	14248	23.3	Good Order.	
Guilford.		98½	178½	15½	251	273	109 46	502 42	1,197 36	11291	10.6	Fair Condition.	
Rowan.	44	77½	64	10	329½	252	351 31	363 46	1,380 24	16880	08.1	" "	
*Aristos.	24	1094	101½	5	225	295½	117 56	189 44	932 64	15960	05.8	" "	
Pello.		39	8		104	99	196 69	599 79	1,005 87	4536	22.1	In Shops.	
	191½	3531	2068	125	6898½	6845½	\$11,276 45	\$11,507 25	\$39,615 09	454612	08.7		
Pas. Cars.	74	561	8	30	1175		\$ 2,618 83	\$ 4,610 31	\$ 8,076 96	309541	02.2		
Frigh " "	5	967	4	30	1999		871 37	2,000 21	4,388 25	111067	03.9		
Gravel " "		17			28		62 73	106 46	186 18	34004	00.5		
Hand " "							30 89	62 09	92 88				
	124	1545	12	60	3202		\$ 3,584 82	\$ 6,779 07	\$ 12,744 27	454612			
Br't down.	191½	3531	2068	125	6898½		11,276 45	11,507 25	39,615 09	454612			
Total.	203½	5076	2080	185	10100		\$ 14,861 27	\$ 18,286 32	\$ 52,359 36	909224	057½		

E. H. MARSH, *Master of Machinery.*

* All Repaired since, and on regular duty.

NORTH CAROLINA RAILROAD.

STATEMENT OF ROLLING STOCK, EMBRACING ALL DESCRIPTIONS OF CARS.

Passenger Coaches, 1st class, - - - -	13
" " 2d " and Baggage, -	4
Mail, Smoking and Servants, - - - -	4
Baggage and Express, - - - -	6
Box Freight Cars, - - - - -	142
Flat " - - - - -	77
Gravel, " - - - - -	20
Crank and Section Cars, - - - -	20
Hand " - - - - -	2
Pole " - - - - -	19
New Flats in Shop, but ready for service, - -	6

STATEMENT

OF OFFICERS AND AGENTS ON THE N. C. R. R. JUNE 1ST, 1860.

OFFICERS :

Charles F. Fisher,	<i>President,</i>	\$2,500 00
P. B. Ruffin,	<i>Treasurer,</i>	1,500 00
R. W. Mills,	<i>Secretary,</i>	1,500 00
Edmond Wilkes,	<i>Gen. Trans. Agent,</i>	2,000 00
P. D. Swaim,	<i>Clerk Fr'ght Dep't,</i>	600 00
John A. Welch,	<i>Clerk Ticket Dep't,</i>	600 00
E. H. Marsh,	<i>Master Mechanic,</i>	2,000 00
J. L. Scott,	<i>Time-Keeper,</i>	400 00
James C. Moore,	<i>Store-Keeper,</i>	800 00

STATION AGENTS :

A. H. Welch,	<i>Charlotte,</i>	1,000 00
R. Kirkpatrick,	<i>Harrisburg,</i>	200 00
John C. Young,	<i>Concord,</i>	500 00
J. A. Hess,	<i>China Grove,</i>	150 00
John A. Weirman,	<i>Salisbury,</i>	800 00
J. B. Farris, Clerk at	<i>do</i>	600 00
Stephen Roberts,	<i>Holtsburg,</i>	300 00
J. H. Mabry,	<i>Lexington,</i>	500 00
L. L. Thomas,	<i>Thomasville,</i>	300 00
A. V. Sullivan,	<i>High Point,</i>	800 00
J. D. Smith, Clerk at	<i>do</i>	400 00
W. H. Reece,	<i>Jamestown,</i>	300 00
J. P. Balsley,	<i>Greensboro',</i>	600 00
— — Clerk at	<i>do</i>	300 00
J. R. Gilmer,	<i>McLean's,</i>	200 00
G. M. Isely,	<i>Gibsonville,</i>	300 00
Daniel Worth,	<i>Company's Shops,</i>	300 00
J. S. Scott,	<i>Graham,</i>	350 00

G. W. Swepson,	<i>Haw River,</i>	300 00
S. A. White,	<i>Mebane's,</i>	250 00
J. D. Cameron,	<i>Hillsboro',</i>	500 00
F. A. Stagg,	<i>Durham's,</i>	400 00
C. P. Wilder,	<i>Morrisville,</i>	350 00
Jno. T. West, Ticket Ag't,	<i>Raleigh,</i>	750 00
D. A. Wicker, Fr'ght Ag't	<i>do</i>	800 00
— — —, " Clerk,	<i>do</i>	200 00
L. P. Phillips,	<i>Stalling's,</i>	250 00
H. Millinder,	<i>Smithfield,</i>	300 00
Wiley Hastings,	<i>Boon Hill,</i>	200 00
H. W. Adams,	<i>Goldsboro',</i>	800 00
— Drumgoole, Clerk,	<i>do.</i>	600 00

LIST OF STOCKHOLDERS.

Albright, W. R.	2	Blackwelder, David	5
Allen, Solomon	1	Bingham, L. S.	2
Albright, J. R.	1	Barringer, Rufus	15
Anderson, A. G.	2	Baughn, J. K.	1
Alexander, C. A.	20	Bradford, John	3
Alexander, Alonso	10	Barrier, Edward	1
Alexander, Laird	3	Black, E. C.	1
Allison, R. W.	5	Brown, Alfred	5
Atwell, Joseph	5	Barrier, C. A.	1
Atwell, W. B.	1	Black, J. M.	1
Alexander, Daniel	22	Barnhardt, George	10
Adderton, Jeremiah	45	Barrier, Daniel	5
Adams, Henderson	16	Barrier, Moses	5
Andrews, John N.	2	Barrier, Matthias	5
Alexander, George	2	Barnhardt, J. C.	5
Albright, George	2	Blackwelder, J. A.	5
Askew, W. F.	1	Brown, Haley	56
Avery, W. W.	40	Belo, E.	38
Allison, J.	5	Brannock, Henry	5
Ashe, R. J.	110	Bradshaw, J. A.	5
Alston, Oscar F.	1	Banner, C. L.	10
Adams, Lynn,	1	Beard, David	2
Austin, E. D.	29	Bevill, Archibald	5
Allen, James E.	21	Boren, A. P.	3
Adams, Peter	3	Bowman, G. W.	2
Apple, Hannah,	3	Blacklock, John	1
Boyden, Nathaniel	20	Brittain, W. H.	5
Brown, W. H.	5	Bowman, W. F.	2
Bason, J. R.	1	Bowman, Wm.	2
Boone, L. S.	2	Brewer, Thos.	2
Benson, William	1	Bane, John	5
Bradford, James	3	Blacknall, R.	1
Black, Samuel N.	10	Brown, Allen	1
Barnhardt, M. A.	2	Burwell, Robert	5
Burns, E. B.	14	Borland, Archibald	2
Barringer, D. M.	5	Bingham, W. J.	30
Barnhardt, G. M.	1	Brittain, R. O.	20
Bason, Jeremiah	1	Bragg, John	5
Barrier, David	5	Bragg, W.	2

Blair, Robert E.	6	Clouse, William	10
Brown & Richwine	6	Clouse, Joseph	10
Brown, P. M.	5	Carter, Archibald G.	20
Beard, H. H.	5	Carter, John	25
Boyden, John A.	1	Clarke, Jesse	2
Buis, Alexander W.	5	Cole, J. L.	20
Brown, J. M.	5	Cobb, John	1
Bean, Wiley	3	Climmer, George W.	2
Baker, Rev. A.	2	Cummings, W. M.	3
Burris, J. T.	20	Clark, D.	1
Brown, Michael	133	Clapp, D. F.	1
Barringer, David	27	Cosby, John	1
Burke, Thos. A.	2	Clapp, Jacob	1
Bellamy, Dr. J. D.	5	Cummings, E. F.	3
Boylan, Wm.	50	Cunningham, J. M.	10
Bryan, J. H.	10	Caldwell, D. F.	18
Briggs, J. J.	1	Caldwell, R. C.	5
Branch, L. O'B.	1	Cook, T. E.	1
Burt, P. B.	1	Caldwell, Cyrus	2
Bost, M. L.	5	Clark, J. P.	1
Baker, Daniel B.	1	Carlton, J. D.	1
Barringer, M. L.	5	Cuthbert, J. E.	1
Barringer, Victor C.	12	Corling, Charles	2
Barringer, William	20	Correll, Jacob	15
Brown, John D.	4	Chambers, Pinkney P.	65
Blackwell, John	16	Coffin, John Milton	80
Busbee, Quentin	4	Cowan, Mrs. Sarah	5
Battle, Kemp P.	5	Cassiday, James	5
Bost, A. M.	3	Crocker, A. J.	1
Beal, T. B.	2	Cameron, Miss M. C.	17
Beal, J. F.	2	Cameron, Paul C.	120
Brown, J. N.	1	Cook, William D.	2
Bailey, Thos.	4	Cosby, Dabney,	79
Charlotte & S.C.R.R.Co.	55	Collier, George W.	10
Clendennin, Benj.	1	Coleburn, E.	9
Carrigan, W. A.	40	Cline, Tobius	5
Coleman, J. B.	1	Conrad, J. W.	5
Coleman & Gibson	10	Cannon, James C.	6
Caldwell, William	2	Cannon, James	1
Coehran, R. M.	15	Caldwell, W. A.	6
Coehran, R. E.	10	Caldwell, R. N.	6
Cook, R. C.	1	Caldwell, D. F.	18

Cairns, G. A.	2	Dickinson, T. K.	50
Cuthbert, Emmett	5	Dawson, J. & Co.	5
Chadwick, S. W.	5	Dickinson, A. C.	1
Cannon, Mrs. E. J.	5	Dortch, W. T.	20
Cannon, John C.	5	Dewey, C. F.	1
Coleman, Daniel	18	Devereux, Thos. P.	5
Cook, Matthias	3	Dewey, Charles	2
Cochran, J. M.	5	Dodd, O. L.	40
Crawford, W. W.	2	Dancy, J. S.	11
Clark, J. N.	1	Dick, James W.	10
Crump, R. R.	2	DeRossett, A. J.	50
Dixon, Hugh W.	1	Davis, James H.	10
Dixon, John	1	Elkin, Willis	1
Dusenberry, H. R.	30	Evans, P. G.	5
Douthitt, B. C.	10	Eddinger, John	30
Davis, Winslow	1	Eccles, Henry	5
Donnell, W. & T. B.	2	Ellis, Robert	7
Donnell, Edmond	2	Erwin, Jabin	1
Donnell, Hooper	1	Erwin, J. F.	1
Donnell, Robert C.	2	Eckel, A. P.	2
Donnell, Elmsby	3	Elliott, Aaron	1
Donnell, George	3	Erwin, Wyatt	1
Donnell, Samuel	3	Enniss, J. H.	6
Dick, Robert P.	18	Eilers, H. B.	1
Davis, James	3	Everett, John	5
Dick, J. M.	50	Everett, John Guard	60
Donnell, J. M.	5	Evans, J. W.	2
Dixon, O. N. & W. R.	1	Edmonson, W. B.	6
Dodson, J. F.	1	Erwin, J. J.	40
Dwiggins, Samuel	10	Elias & Cohen	38
Davidson, Geo. Frank	68	Ellis, John W.	55
Davidson, William	5	Eliason, W. A.	10
Deaton, James	5	Erwin, C. H.	5
Durham, Albert	1	Fonville, F. H.	1
Duskin, William	1	Freeland, Geo. J.	1
Donnan, David Jr.	3	Faucett, George	1
Donnan, John	3	Faller, J. N.	2
Dibble & Bros.,	42	Fink, Dr. John	22
Dunkin, W. C.	1	Foil, Moses	5
Davis, Dolphin A.	22	Fisher, John	1
Davis, Michael	3	Fries, Francis	137
Dobbin, N. M.	2	Fries, Henry	10

Field, J. W.	45	Gray, Robert	1
Fogleman, Peter	1	Gorrell, Ralph	11
Foust, Daniel	3	Gillespie, J. F.	10
Foulkes, J. A.	3	Guess, W. W.	1
Foust, Martha M.	1	Graves, Ralph	1
Fentress, T. H.	1	Graham, W. A.	40
Falls, Edwin	10	Gholson, Thomas	2
Fet er, Manuel	4	Green, G. H.	1
Fleming, A. J.	2	Gibson, Sarah E.	1
Foard, O. G.	66	Gillespie, Otho	15
Foard, Dr. J. F.	34	Green, George	8
Fraley, B. F.	5	Gully, J. G.	5
Fisher, C. F.	181	Gully, Ransom	1
Fisher, J. A.	1	Gaither, Eph.	13
Foy, J. A.	1	Grice, G. W.	5
French, G. R.	3	Green, R. S.	11
Fleming, J. L.	1	Greenlee, E. E.	5
Freeman, E. B.	3	Gluyess, Jno. B.	1
Ferrill, Patrick	1	Gluyess, Thos.	1
Frazier, J. D.	2	Gluyess, Wm.	1
Faucett, G. A.	5	Gilmer & Glenn,	10
Faucett, J. R.	5	Hardin, D. C.	5
Freeland, C. J.	3	Hughes, A. G.	1
Freeland, T. J.	3	Hurdle, John	2
Gant, Jesse	7	Hardin, John	5
Guthrie, George	1	Hazell, Bennett	14
Gunn, John	1	Hurdle, Josiah	1
Graves, Calvin	10	Hurdle, Benjamin	21
Gibson, E. R.	54	Huffman, John	1
Glass, Jacob	1	Holt, Edwin M.	57
Green, John	1	Holmes, Wm.	1
Gilmer, James F.	1	Holt, Jerry	1
Goodman, Daniel	10	Holt, Peter F.	1
Gilmer, W. S.	1	Hardin, P. R.	1
Gibson, Joseph	36	Holt, Jacob	5
Garrett, F. A.	20	Holt, John	5
Glenn, R. W.	5	Harder, Jos.	1
Gilmer, James W.	6	Harris, K. P.	5
Gray, Wm.	2	Harris, Samuel C.	17
Graham & Dunn,	1	Harris, Solomon	5
Gillespie, A. M.	10	Harris, W. S.	5
Gardner, Grafton	4	Holt, J. R.	3

Harrie, C. J.	5	Henderson, Archibald	44
Harter, W. G.	5	Horah, John M.	2
Harris, C. W.	10	Heathman, William	5
Hodgin, J. H.	1	Heathman, David	15
Hudson, Wiley	1	Hall, E. W.	2
Holt, Dr. W. R.	20	Harris, George	3
Hargrave, Col. Samuel	35	Heart, Levi	5
Hargrave, Alfred	20	Hall, E. P.	5
Hargrave, J. H.	85	Hill, Dr. F. J.	50
Hunt, Andrew	14	Hinton, Charles L.	21
Hunt & Adderton,	18	Haywood, Geo. W.	4
Hoover, Charles	9	Hill, Fred. C.	1
Hoover, Valentine	14	Harding, E. L.	8
Hart, Henry	5	Haywood, R. B.	1
Headrick, John	10	Holmes, M. L.	9
Headrick, B. S.	3	Hines, Richard	10
Harris, T. D.	2	Hogg, T. D.	10
Headrick, J. A.	3	Hutchins, C. W. D.	2
Hoover, W. K.	5	Holeman, W. H.	2
Headrick, Jacob	1	Husted, H. W.	2
Helper, David	10	Haywood, F. J.	10
Hairston, Peter W.	5	Hinton, L.	2
Harris, Jonathan	2	Hutchins, John	3
Hiatt, Wilson	2	Holden, W. W.	3
Hiatt, David	1	Henderson, Joseph	1
Hannah, Samuel & Co.	5	Haynes, Thos. W.	20
Houston, Levi	2	Hunter, J. T.	9
Hannah, Robert	1	Hall, Willis,	5
Hatrick, Samuel	3	Harrison, J. R.	9
Hill, John	3	Haywood, F. G.	17
Hunt, John	5	Harris, Richard	20
Hendrix, George	1	Harris, R. W.	10
Hendrix, James	1	Harris, Edwin R.	26
Hackett, J. C.	1	Hamilton, R. A.	12
Houston, J. H.	10	Harris, Richard S.	5
Holt, Willis	1	High, W. H.	1
Holt, John	1	Hoyle, Mrs. E. W.	5
Heart, Edwin A.	2	Hughes, J. W.	5
Heart, Dennis	2	Hooker, Octavius	5
Hargrave, Jesse	14	Howell, Josiah	4
Harrison, B. P.	1	Holmes, Reuben J.	3
Hall, Balt & Branch	2	Hugnes, J. B.	5

Holt, James H.	1	Kahnweiler, Daniel	1
Holt, Joseph S.	3	Kahnweiler, S. B.	1
Holt, R. D.	3	Kidder, Edward	5
Holt, Henry	4	Kelly, E. V.	1
Houston, Joseph A.	1	Kenneday, Thos.	1
Harris, Alexander W.	1	Kenneday, J. E.	1
Haynes, Wm. H.	2	Kane, John	2
Hiatt, Joab	1	King, Elam	5
Ingram, Natham	1	King, Elam, (Guardian)	3
Ipock, Arthur	5	King, Jane A.	7
Isenhour, Daniel	5	Kelly, Charles	5
Johnson, W. M.	1	Kerr, J. W. A.	5
Jones, Aquilla	6	Kerr, Samuel M.	6
Jamison, James	10	King, R. R.	1
Johnson, C. W.	40	Lindley, A. H.	2
Jones, Col. Cad	40	Leazer, J. M.	1
Jones, Pride	15	Lowrie, L. J.	1
Jackson, George	2	Long, J. M.	1
Jones, Geo. B. & Co.	1	Leitaker, Daniel	5
Jenkins & Roberts,	40	Leitaker, George	5
Jones, W. H.	1	Lindsay, Andrew	5
Jones, Wesley	5	Latham, F. P.	5
Jones, Kimbrough	10	Lambeth, Jane	2
Johns, J. B.	5	Lambeth, Shed R.	10
Jenkins, Thos.	1	Lambeth, J. W.	12
Jones, W. D.	2	Lambeth, D. T.	12
Johnson, C. E.	5	Lambeth, Jas. H.	9
Jenkins, J. H.	78	Lambeth, S. Francis	1
Jerkins, A. T.	21	Lambeth, Alice	1
Jarvis, M. W.	16	Ledbetter, Henry	5
Justice, Alex.	5	Logan, J. E. & Isabella	3
Johnson, G. W.	15	Lindsay, R. G.	10
Jollie, J. F.	1	Lindsay, Jed. H.	10
Kerr, D. W.	5	Lindsay, Jesse H.	50
Kerr, Samuel	5	Leonard, C. H.	1
Krimminger, L. B.	2	Leonard, Jonathan	1
Kimmons, Samuel	1	Lamb, C. & J.	1
Klutts, G. & L.	5	Lamb, Anderson	1
Kerr, S. M.	2	Latimer, C. M.	5
Kirkland, John U.	10	Latta, J. C.	1
Kerr, Dr. Samuel	80	Lardsford, James	2
Kahnweiler, David	1	Lynch, Thos.	1

Leslie, Robert	7	Murphy, John	1
Leach, M. W.	5	Moffitt, D. V.	34
Laws & Turrentine, Geo. & J. C.	5	Moss, A. H.	6
Long, O. F.	10	Martin, J. F.	20
Leach, L. M.	1	Mendenhall, E. E.	1
Lord, John B.	106	Mendenhall, M. H.	2
Lippett, J. J.	1	McKenzie, Charles H.	1
Loring, Thomas	3	Mendenhall, J. J.	1
Lane, W. K.	5	McLean, F. B.	1
Lemay, T. J.	1	McCulloch, J. D.	1
Lovejoy, J. M.	1	Mendenhall, Cyrus P.	106
Little, George	2	Mendenhall, Nereus	5
Linn, J. A.	1	Mitchell, Joseph	1
Lambeth, L. L.	10	McGee, Samuel	1
Lash, I. G.	38	Moderwell, Martha	10
Leathers, James S.	5	Mebane, John A.	21
Lord, Mrs. Ann	10	McLean, J. M. & Co.	5
Laws, Thos. W.	1	McLean, Thos. G.	2
Lewis, A. M.	1	McLean, John M.	1
Mauney, Ephraim	13	McLean & Co.	5
Mauney, Valentine	13	Morehead, John M.	88
McCulloch, J.	2	McKnight, David	5
Moose, John	10	Minor, James	1
Moose, Daniel	1	McLean, John C.	5
Moose, M. A.	1	McMurry, J. W.	2
Moose, E. S.	1	Millis, J. N.	2
Moose, J. F.	1	Mebane, D. C.	11
Moose, C. A.	1	Mebane, W. M.	1
Mebane, Giles	50	Mendenhall, W. P.	4
Morrow, Dr. W. P.	10	McConnell, W. J.	56
McEarchearn, J. E.	4	McAdoo, C. N.	4
Means, Gen. W. C.	20	McIver, James	3
Morehead, John L.	23	Mendenhall, R. J.	1
McKinly, Sandy	8	McMurry, John	1
Miller, J. W.	5	McCaully, Wm.	1
Miller, Daniel	5	Mendenhall, George C.	5
Morrison, J. E.	2	Mitchell, Elisha	8
Morris, P. M.	1	McIlwane, A. G.	15
McCaully, Hugh	20	Moore, Stephen	5
McDonald, John	1	Major, Francis	1
Mabry, J. P.	22	Milliken, E.	1
		Murphy, William	43

Myers, Myer	104	Newson, J. D.	2
Myers, Ezekiel	11	Nixon, Jerry	9
McCorkle, J. Finley	41	Nesbitt, Dr. A. M.	61
Murdoch, William	140	Norris, Jesse A.	5
McRae, Alexander, Sr.	1	Ogburn, E. W.	5
Means, J. L.	2	O'Rorke, John	5
Means, Gaston	1	Propst, Henry	5
McRae, A. C.	1	Patterson, G.	1
McRae, John C.	1	Patton, J. E.	80
McRae, Jno. C. & Co.	885	Pharr, J. O.	10
Martin, A.	1	Phifer, Caleb	23
Mordecai, George W.	80	Phifer & York,	10
Mordecai, Jacob	30	Plunkett, M. M.	5
McRae, Donald	1	Pitts, Moses	2
Moore, B. F.	30	Payne, C. L.	20
Morris, J.	9	Pinkston, Meshack	5
McKee, W. H.	1	Piggott, Jerry	5
Marriott, J. T.	1	Parker, J. W.	1
McKenzie, M. S.	21	Prather, R. R.	1
McKimmon, James	10	Phipps, R. S.	1
Marlin, James	1	Purdue, John	1
Misenheimer, Joseph	10	Perry, Ebenezer	1
Melchor, Christopher	10	Pritchett, Wm.	1
Moore, W. P.	5	Pankery, J. B.	5
Mills, R. W.	7	Pratt, W. N.	5
Moore, James G.	3	Parker, Abner	3
Moss, Mary Jane	1	Parrish, D. C.	2
Moss, Margaret E.	1	Phillips, James	5
Moss, Edmond A.	1	Phillips, S. F.	5
Moss, John A.	1	Phillips, Charles	5
Moose, Isaac	2	Peebles, Samuel	3
Moss, A. A.	3	Paul, Samuel	1
Myrick, John D.	10	Plummer & Brunner,	5
Newlin, John & Son	10	Partee, Charles L.	20
Newlin, James	3	Parsley, O. G.	50
Nicholson, W. F.	5	Parker, J. A.	1
Neill, Elam	1	Pool, W. R.	10
Newman, Joseph	1	Pearson, S. J.	20
Norwood, W. G.	2	Peck, L. W.	1
Nixon, Nicholas	5	Primrose, John	5
Nutt, H.	2	Palmer, J. C.	1
Nelson, C. J.	1	Pharr, H. S.	1

Purify, J. L.	1	Scott, John	2
Perry, R.	1	Sellers, Thomas	20
Peace, William	10	Smith, John	1
Palmer, James M.	1	Stafford, John	3
Pharr, Samuel	5	Simpson, T. R.	1
Phifer, George L.	10	Stafford, George	3
Querry, R. S. & E. M.	5	Scott, Henderson	5
Ray, D. L.	5	Smith, G. A.	1
Roany, B. F.	2	Shehorne, Margaret C.	5
Read, Joel	10	Stirewalt, Jacob Jr.	4
Rumple, Peter	1	Stirewalt, Jacob Jr., (Guardian)	5
Russell, John	1	Stiller, Henry	3
Rogers, John	1	Sassimon, J. C.	5
Rankin, Jesse	10	Smithdeal, A. A.	1
Reiley, George	5	Sowers, Joseph	1
Rankin, Robert	6	Sowers, Valentine	1
Rankin, Albert	1	Shoup, Amanda	2
Rayle, Albert	3	Stanley, William	20
Roberts, W. W.	1	Shelly, Jesse	47
Reiley, James	1	Starbuck, Charles	2
Ray, F. R.	1	Stewart, A.	1
Rowlett, John	1	Stewart, James A.	2
Roberts, B. B.	12	Summers, Lud.	5
Robertson, F. H.	1	Stevens, Levi	2
Reavis, Francis E.	16	Smith, Eli	5
Ruffin, P. Brown	5	Sloan, James	6
Ramsay, J. Graham	3	Sloan, Robert	5
Robins, Alexander	10	Sloan, John	5
Russ, J. P. H.	5	Stewart, D. C.	1
Rice, John	1	Swaim & Sherwood,	2
Robins, Ahi	5	Smith, M. D.	5
Roseborough, R. M.	15	Sellens, B. A.	1
Roseborough & Gillespie,	1	Stewart, R. S.	1
Rankin, R. G.	2	Smith, P. C.	1
Roulhae, J. B. G.	10	Shaw, F.	1
Rand, N. G.	2	Shaw, R. P.	1
Rogers, Sion H.	1	Shaw, W. S.	1
Rankin, W. W.	16	Stafford, J. B.	5
Reich, John	30	Stafford, H. B.	2
Rominger, E. C.	5	Stanley, Joshua	2
Ramsey, Julius D.	2	Shelton, Samuel	2
Rourke, John O.	5	Stanley, A. E.	1
Shoffner, Mike	5		

Stafford, Z. J.	1	Trotter, W.	1
Stanly, Edward R.	16	Thomas, L. L.	10
Sumrow, John	5	Thompson, J. H.	5
Strayhorn, J. N.	1	Thomas, Jesse	1
Strayhorn, Jno.	1	Thomas, John W.	75
Strudwick, Edward	70	Turner, Wilford	18
Swain, Gov. David L.	50	Thom, J. R.	5
Stirewalt, John	3	Thom, J. W.	1
Shaver, John I.	103	Taylor, F. B.	9
Shaver & Simonton,	337	Thacker, Isaac	20
Settle, Thomas	10	Thornton, Thomas	1
Sasser, Mrs. L. D.	20	Thompson, W. H.	2
Saunders, Ashley	15	Tinnin, C. C.	2
Smith, Richard Dec'd	100	Tinnin, David	5
Snow, T. H.	1	Turner, Josiah	40
Smith, W. H.	5	Turrentine, J. C.	26
Smedes, Rev. Albert	5	Tate, S. M.	2
Seawell, R. B.	1	Trott, S. S.	1
Selby, T. H.	3	Turner, Samuel	2
Smith, E.	5	Teller, S. & D.	3
Stone, Sarah Ann	5	Taylor, J. A.	5
Stevenson, Stephen	1	Turner, H. D.	15
Sullivan, Albert V.	5	Tucker, W. H. & R. S.	59
Sumner, Thomas J.	35	Turner, Thomas	5
South Carolina R. R. Co.	50	Thompson, Irwin	10
Syme, John W.	1	Tull, J. G.	10
Shimpock, John	5	Thompson, E. A.	20
Stirewalt, Valentine	30	Turrentine, S. H.	1
Sumners, E.	12	Upchurch, Bartlett	1
Sherrard, DeWitt C.	1	Upchurch, W. C.	1
Strayhorn, W. F.	4	VanBokkelen, A. H.	2
Strange, R.	1	Walker, Andrew	2
Trollinger, John	20	Walker, J. H.	1
Trollinger, W. H.	1	Walker, B. B.	1
Turrentine, James S.	10	White, S. A.	1
Trollinger, J. T.	1	Watson, E. F.	2
Trollinger, James	1	White, S. M.	1
Thompson, Patterson	1	Williamson, J. E. & Co.	10
Thompson, J. U.	1	Watkins, Samuel	1
Townsend, H. P.	4	White, C. N.	30
Townsend, H. P. (Gu'rdn)	3	White, Adeline W.	1
Tomlinson, Enos	7	White, J. W.	1
Thomas, William M.	5	White, H. B.	1

White, C. L.	5	Wilson, Alexander Jr.,	1
White, R. J.	1	Webb, James Jr.,	10
Winecoff, J.	5	Ward, William	1
White, P. P.	1	Webb, J. 1, Webb, J. H.	10
Winecaff, M.	5	White, L.	2
White, D. V.	1	Withers, T.	5
White, A. M.	1	Wilkins, Edward	6
White, J. P.	5	Whitford, John D.	13
White, W. C. C.	1	Wallace, Thomas	5
Wilson, Isaac	31	White, J. D.	2
Widenhouse, M.	5	Wood, Dr. D. B.	1
White, A. B.	1	Wood, W. A. 1, T. S.	1
Winecoff, R.	1	Wood, J. H.	1
Wharton, A. C.	27	Williams, N. L.	4
Watts, W. F.	5	Wright, W. A.	5
Williams, Francis	5	Wright, Thomas	10
Wheeler, M. M.	11	Worth, T. C.	3
Welch, Jonathan	7	Washington, Richard	34
Welch, W. H. & J.	5	Watson, Col. J. W. B.	50
Watson, J. S.	1	Wilson, Samuel W.	5
Wharton, John	5	Williams, A.	3
Wiley, Shannon	2	Williams, J. R.	1
Wharton, J. C.	2	White, J. B.	1
Weir, D. P.	42	Womble, Jordan	2
Wharton, Evans	6	Woodall, A. P.	1
Wilson, Andrew	5	Wilkes, John	30
Wilson, Wilborne	1	Williams, H.	2
Wharton, Elisha	1	Washington, J. N.	5
Westbrook, S. W.	1	Willis, Alexander	5
Winborne, W. A.	14	Washington, J. C.	15
Wilson, Archibald	4	Whitford, D. P.	5
Wheeler, Nathan	1	Whitferd, Bryan	5
Wharton, David	7	Wooten, Council	2
Wharton, Watson	6	White, Geo. W.	1
Worth, Joseph A.	1	Wilkes, Edmond	5
White, David	1	Weddington, W. A.	3
Woodburn, A. C.	1	Young, R. S.	5
Weatherly, Joseph A.	1	York, A. J.	5
Watson, John	1	Young, J. C.	1
Wilkinson, John	1	Yokely, Samuel	9
Webb, Thomas	9	Young, T. M.	5
Wilson, J. B.	1	Young, M. D. 2, Thos.	2
Wilson, Alexander Sr.,	5	Zachary, Eliza	1

